

EXHIBIT "C-1"

**Agreement
Between
BNSF RAILWAY COMPANY
and the
CONTRACTOR**

BNSF RAILWAY COMPANY
Attention: Manager Public Projects

Railway File: _____
Agency Project: _____

Gentlemen:

The undersigned (hereinafter called, the "Contractor"), has entered into a contract (the "Contract") dated _____, 200_, [***Drafter's Note: Insert the date of the contract between the Agency and the Contractor here **] with _____ [***Drafter's Note: insert the name of the Agency here**] for the performance of certain work in connection with the following project:

_____. Performance of such work will necessarily require contractor to enter BNSF RAILWAY COMPANY ("Railway") right of way and property ("Railway Property"). The Contract provides that no work will be commenced within Railway Property until the Contractor employed in connection with said work for _____ [insert Agency name here] (i) executes and delivers to Railway an Agreement in the form hereof, and (ii) provides insurance of the coverage and limits specified in such Agreement and Section 3 herein. If this Agreement is executed by a party who is not the Owner, General Partner, President or Vice President of Contractor, Contractor must furnish evidence to Railway certifying that the signatory is empowered to execute this Agreement on behalf of Contractor.

Accordingly, in consideration of Railway granting permission to Contractor to enter upon Railway Property and as an inducement for such entry, Contractor, effective on the date of the Contract, has agreed and does hereby agree with Railway as follows:

Section 1. RELEASE OF LIABILITY AND INDEMNITY

Contractor hereby waives, releases, indemnifies, defends and holds harmless Railway for all judgments, awards, claims, demands, damages and expenses (including attorneys' fees), for injury or death to all persons, including Railway's and Contractor's officers and employees, and for loss and damage to property belonging to any person, including the parties hereto, arising in any manner from Contractor's or any of Contractor's subcontractors' acts or omissions or any work performed on or about Railway's property or right-of-way, excepting only to the extent that such claims or damages are proximately caused by the negligence of Railway.

THE INDEMNIFICATION OBLIGATION ASSUMED BY CONTRACTOR INCLUDES ANY CLAIMS, SUITS OR JUDGMENTS BROUGHT AGAINST RAILWAY UNDER THE FEDERAL EMPLOYEE'S LIABILITY ACT, INCLUDING CLAIMS FOR STRICT LIABILITY UNDER THE SAFETY APPLIANCE ACT OR THE BOILER INSPECTION ACT, WHENEVER SO CLAIMED.

Contractor further agrees, at its expense, in the name and on behalf of Railway, that it will adjust and settle all claims made against Railway, and will, at Railway's discretion, appear and defend any suits or actions of law or in equity brought against Railway on any claim or cause of action arising or growing out of or in any manner connected with any liability assumed by Contractor under this Agreement for which Railway is liable or is alleged to be liable. Railway will give notice to Contractor, in writing, of the receipt or dependency of such claims and

Contractor further agrees, at its expense, in the name and on behalf of Railway, that it will adjust and settle all claims made against Railway, and will, at Railway's discretion, appear and defend any suits or actions of law or in equity brought against Railway on any claim or cause of action arising or growing out of or in any manner connected with any liability assumed by Contractor under this Agreement for which Railway is liable or is alleged to be liable. Railway will give notice to Contractor, in writing, of the receipt or dependency of such claims and thereupon Contractor must proceed to adjust and handle to a conclusion such claims, and in the event of a suit being brought against Railway, Railway may forward summons and complaint or other process in connection therewith to Contractor, and Contractor, at Railway's discretion, must defend, adjust, or settle such suits and protect, indemnify, and save harmless Railway from and against all damages, judgments, decrees, attorney's fees, costs, and expenses growing out of or resulting from or incident to any such claims or suits.

It is mutually understood and agreed that the assumption of liabilities and indemnification provided for in this Agreement survive any termination of this Agreement.

Section 2. TERM

This Agreement is effective from the date of the Contract until (i) the completion of the project set forth herein, and (ii) full and complete payment to Railway of any and all sums or other amounts owing and due hereunder.

Section 3. INSURANCE

Contractor must, at its sole cost and expense, procure and maintain during the life of this Agreement the following insurance coverage:

A. **Commercial General Liability insurance.** This insurance must contain broad form contractual liability with a combined single limit of a minimum of \$5,000,000 each occurrence and an aggregate limit of at least \$10,000,000. Coverage must be purchased on a post 1998 ISO occurrence form or equivalent and include coverage for, but not limit to the following:

- ◆ Bodily Injury and Property Damage
- ◆ Personal Injury and Advertising Injury
- ◆ Fire legal liability
- ◆ Products and completed operations

This policy must also contain the following endorsements, which must be indicated on the certificate of insurance:

- ◆ It is agreed that any workers' compensation exclusion does not apply to *Railroad* payments related to the Federal Employers Liability Act or a *Railroad* Wage Continuation Program or similar programs and any payments made are deemed not to be either payments made or obligations assumed under any Workers Compensation, disability benefits, or unemployment compensation law or similar law.
- ◆ The definition of insured contract must be amended to remove any exclusion or other limitation for any work being done within 50 feet of railroad property.
- ◆ Any exclusions related to the explosion, collapse and underground hazards must be removed.

No other endorsements limiting coverage as respects obligations under this Agreement may be included on the policy.

B. **Business Automobile Insurance.** This insurance must contain a combined single limit of at least \$1,000,000 per occurrence, and include coverage for, but not limited to the following:

- ◆ Bodily injury and property damage
- ◆ Any and all vehicles owned, used or hired

C. **Workers Compensation and Employers Liability insurance** including coverage for, but not limited to:

- ◆ _____'s statutory liability under the worker's compensation laws of the state(s) in which the work is to be performed. If optional under State law, the insurance must cover all employees anyway.
- ◆ Employers' Liability (Part B) with limits of at least \$500,000 each accident, \$500,000 by disease policy limit, \$500,000 by disease each employee.

D. Railroad Protective Liability insurance naming only the *Railroad* as the Insured with coverage of at least \$5,000,000 per occurrence and \$10,000,000 in the aggregate. The policy Must be issued on a standard ISO form CG 00 35 10 93 and include the following:

- ◆ Endorsed to include the Pollution Exclusion Amendment (ISO form CG 28 31 10 93)
- ◆ Endorsed to include the Limited Seepage and Pollution Endorsement.
- ◆ Endorsed to remove any exclusion for punitive damages.
- ◆ No other endorsements restricting coverage may be added.
- ◆ The original policy must be provided to the *Railroad* prior to performing any work or services under this Agreement

Other Requirements:

All policies (applying to coverage listed above) must not contain an exclusion for punitive damages and certificates of insurance must reflect that no exclusion exists.

Contractor agrees to waive its right of recovery against *Railroad* for all claims and suits against *Railroad*. In addition, its insurers, through the terms of the policy or policy endorsement, waive their right of subrogation against *Railroad* for all claims and suits. The certificate of insurance must reflect the waiver of subrogation endorsement. Contractor further waives its right of recovery, and its insurers also waive their right of subrogation against *Railroad* for loss of its owned or leased property or property under contractor's care, custody or control.

Contractor's insurance policies through policy endorsement, must include wording which states that the policy is primary and non-contributing with respect to any insurance carried by *Railroad*. The certificate of insurance must reflect that the above wording is included in evidenced policies.

All policy(ies) required above (excluding Workers Compensation and if applicable, Railroad Protective) must include a severability of interest endorsement and *Railroad* must be named as an additional insured with respect to work performed under this agreement. Severability of interest and naming *Railroad* as additional insured must be indicated on the certificate of insurance.

Contractor is not allowed to self-insure without the prior written consent of *Railroad*. If granted by *Railroad*, any deductible, self-insured retention or other financial responsibility for claims must be covered directly by contractor in lieu of insurance. Any and all *Railroad* liabilities that would otherwise, in accordance with the provisions of this *Agreement*, be covered by contractor's insurance will be covered as if contractor elected not to include a deductible, self-insured retention or other financial responsibility for claims.

Prior to commencing the Work, contractor must furnish to *Railroad* an acceptable certificate(s) of insurance including an original signature of the authorized representative evidencing the required coverage, endorsements, and amendments and referencing the contract audit/folder number if available. The policy(ies) must contain a provision that obligates the insurance company(ies) issuing such policy(ies) to notify *Railroad* in writing at least 30 days prior to any cancellation, non-renewal, substitution or material alteration. This cancellation provision must be indicated on the certificate of insurance. Upon request from *Railroad*, a certified duplicate original of any required policy must be furnished. Contractor should send the certificate(s) to the following address:

BNSF RISK MANAGEMENT
2500 Lou Menk Drive AOB-1
Fort Worth, TX 76131-2828
Fax: 817-352-7207

Any insurance policy must be written by a reputable insurance company acceptable to *Railroad* or with a current Best's Guide Rating of A- and Class VII or better, and authorized to do business in the state(s) in which the service is to be provide.

Contractor represents that this *Agreement* has been thoroughly reviewed by contractor's insurance agent(s)/broker(s), who have been instructed by contractor to procure the insurance coverage required by this *Agreement*. Allocated Loss Expense must be in addition to all policy limits for coverages referenced above.

Not more frequently than once every five years, *Railroad* may reasonably modify the required insurance coverage to reflect then-current risk management practices in the railroad industry and underwriting practices in the insurance industry.

If any portion of the operation is to be subcontracted by contractor, contractor must require that the subcontractor provide and maintain the insurance coverages set forth herein, naming *Railroad* as an additional insured, and requiring that the subcontractor release, defend and indemnify *Railroad* to the same extent and under the same terms and conditions as contractor is required to release, defend and indemnify *Railroad* herein.

Failure to provide evidence as required by this section will entitle, but not require, *Railroad* to terminate this *Agreement* immediately. Acceptance of a certificate that does not comply with this section will not operate as a waiver of contractor's obligations hereunder.

The fact that insurance (including, without limitation, self-insurance) is obtained by contractor will not be deemed to release or diminish the liability of contractor including, without limitation, liability under the indemnity provisions of this *Agreement*. Damages recoverable by *Railroad* will not be limited by the amount of the required insurance coverage.

For purposes of this section, *Railroad* means "Burlington Northern Santa Fe Corporation", "BNSF RAILWAY COMPANY" and the subsidiaries, successors, assigns and affiliates of each.

Section 4. EXHIBIT "C" CONTRACTOR REQUIREMENTS

The Contractor must observe and comply with the provisions, obligations, requirements and limitations contained in the Contract and the Contractor Requirements set forth on Exhibit "C" attached to the Contract and this Agreement, including, but not be limited to, payment of all costs incurred for any damages to Railway roadbed, tracks, and/or appurtenances thereto, resulting from use, occupancy, or presence of its employees, representatives, or agents or subcontractors on or about the construction site.

Section 5. TRAIN DELAY

Contractor is responsible for and hereby indemnifies and holds harmless Railway (including its affiliated railway companies, and its tenants) for, from and against all damages arising from any unscheduled delay to a freight or passenger train which affects Railway's ability to fully utilize its equipment and to meet customer service and contract obligations. Contractor will be billed, as further provided below, for the economic losses arising from loss of use of equipment, contractual loss of incentive pay and bonuses and contractual penalties resulting from train delays, whether caused by Contractor, or subcontractors, or by the Railway performing work under this Agreement. Railway agrees that it will not perform any act to unnecessarily cause train delay.

For loss of use of equipment, Contractor will be billed the current freight train hour rate per train as determined from Railway's records. Any disruption to train traffic may cause delays to multiple trains at the same time for the same period.

Additionally, the parties acknowledge that passenger, U.S. mail trains and certain other grain, intermodal, coal and freight trains operate under incentive/penalty contracts between Railway and its customer(s). Under these arrangements, if Railway does not meet its contract service commitments, Railway may suffer loss of performance or incentive pay and/or be subject to penalty payments. Contractor is responsible for any train performance and

incentive penalties or other contractual economic losses actually incurred by Railway which are attributable to a train delay caused by Contractor or its subcontractors.

The contractual relationship between Railway and its customers is proprietary and confidential. In the event of a train delay covered by this Agreement, Railway will share information relevant to any train delay to the extent consistent with Railway confidentiality obligations. Damages for train delay for certain trains may be as high as \$50,000.00 per incident.

Contractor and its subcontractors must give Railway's representative () weeks advance notice of the times and dates for proposed work windows. Railway and Contractor will establish mutually agreeable work windows for the project. Railway has the right at any time to revise or change the work windows due to train operations or service obligations. Railway will not be responsible for any additional costs or expenses resulting from a change in work windows. Additional costs or expenses resulting from a change in work windows shall be accounted for in Contractor's expenses for the project.

Contractor and subcontractors must plan, schedule, coordinate and conduct all Contractor's work so as to not cause any delays to any trains.

Kindly acknowledge receipt of this letter by signing and returning to the Railway two original copies of this letter, which, upon execution by Railway, will constitute an Agreement between us.

(Contractor)

BNSF Railway Company

By: _____
Printed Name: _____
Title: _____

By: _____
Name: _____
Manager Public Projects

Contact Person: _____
Address _____
City: _____ State: _____ Zip: _____
Fax: _____
Phone: _____
E-mail: _____

Accepted and effective this _____ day of 20__.

BNSF RAILWAY

COMBINED ESTIMATES

3 Underpasses (LS 11,MP 212.01,212.06, 212.14)

Shoo-fly:	\$1,571,318
Signal:	\$337,736
Flagging:	\$26,570

On Site Representative: \$363,823 -- Through RFP
- Includes work on overpasses

2 Overpasses (LS11, MP 212.50)

Signal:	\$132,495
Flagging:	\$109,985

TOTAL	\$2,541,927
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Martin, Michael W

From: Leemon, Mark S [Mark.Leemon@BNSF.com]
Sent: Wednesday, April 26, 2006 2:01 PM
To: Martin, Michael W
Cc: wysogladfirm@wysoglad.com
Subject: FW: Macomb / Colchester IL - Scoring Results

Attachments: Macomb and Colchester Ill Multiple Grade Sep SCORECARD 1 30 2006.xls

Attached the score sheet based on our team's ranking of consultants for the On Site Representative position for the IL 336 project in Macomb & Colchester, IL. You should have received a hard copy of the proposals in the mail.

After our scoring, we recommend the firm of TranSystems based on the pre-determined approach of combining technical points with cost.

Once we have an executed agreement, I will need to get a revised schedule from IDOT and will award this contract to TransSystems.

Please include the cost of this work in the agreement. The estimated cost is \$363,823. The cost can vary due to quality of contractor, construction schedule, etc.



Macomb and
Colchester Ill Mult..

SCORE-CARD for Macomb and Colchester III Multiple Grade Separation CM only
Project Manager Clyde Stack (Proposals due January 20, 2006)

Firm	15 Points Key Project Personnel	15 Points Experience & Expertise (as related to the project)	15 Points Project Management Skills & Organization	18 Points Work Plan and Project Approach	10 Points Local Knowledge	25 Points Cost	10 Points Availability	5 Points MW/DBE	Total Points	Ranking
Brunner Cooper & Zuck	13	9	13	9	9	3	10.5	9	62.5	5
HDR	14	10	10	10	10	7	14	10	60	4
Hanson-Wilson	14	12	12	10	10	9	13	10	60	4
Patrick Engineering	12	12	9	8	8	6	19	9	55.4	3
TransSystems	13	12	13	8	8	6	25	9	80	1

Firm	Number of Design Hours	Design Fee	Construction Management Monthly	Construction Management Yearly	Grand Total	Comments
TransSystems	N/A	N/A	\$ 48,000	\$ 576,000	N/A	Project Manager - David Irving Construction Manager - Robert Meritt Rail Roadmaster - Robert Meritt Resident Engineer - Sharon Boile Asst. Resident Engineer - Fletcher Carney
Patrick Engineering			\$ 22,250	\$ 471,800		Project Manager - Stephen Smith Project Engineer - Chad Heall Resident Engineer - Ronald Noye Duration: Sept. 2005 thru December, 2008
Hanson Wilson			\$ 35,639	\$ 882,493		Principal in Charge - Don Fleming Project Manager - Andrew Fischer Resident Engineer - Stephen Kozitz Construction Manager - Stephen Kozitz Construction Engineer - Jason Cunningham Support Construction Inspector - Dean Bidlar & Brandon Beck Duration: August, 2005 thru December, 2008
HDR			\$ 24,000 (2006) \$ 22,000 (2007) \$ 27,488 (2008)	\$ 640,216		Project Manager - Barry Kneitz Construction Manager - James M. Moore Construction Inspector - Mark Thronen Duration: Sept. 2005 thru Dec 31, 2008 HCR does not quote a total CM cost in their proposal - It is derived as follows: 4 months @ 2005 rates, 12 months @ 2007 and 12 months @ 2008 rates
Brunner, Cooper & Zuck			\$ 58,167	\$ 850,122		Project Manager - Stephen Bruner Resident Engineer - Jeremy Peck Railroad Engineer - Jack Bluffs Construction Engineer - Neil Smith Construction Engineer - Sharon M. Moore Construction Engineer - Stephen Kozitz One month CM estimate assumes 8000-PM, 10000-PM and 20000-PM are under construction and the estimate requires 21 each 13 hour work days and 5 each 8 hour subways Total fee based on 3 full time 8 hour days construction 2007 and 2 full time during the same 8 months 2008 Pages 9 & 10 of their proposal fee month by month forecasted costs from March 2006 thru December 2008
Edwards & Kelcey			\$ 42,000	\$ 504,000		Project Manager - Bill Edwards Resident Engineer - Ted Edwards Construction Manager - James M. Moore Construction Inspector - Mark Thronen Duration: Sept. 2005 thru Dec 31, 2008 HCR does not quote a total CM cost in their proposal - It is derived as follows: 4 months @ 2005 rates, 12 months @ 2007 and 12 months @ 2008 rates

PROPOSAL
 INCOMPLETE -
 REMOVED FROM
 CONSIDERATION PRIOR
 TO SCORING

***** MAINTAIN PROPRIETARY CONFIDENTIALITY *****

THE B. N. S. F. RAILWAY COMPANY
FPM ESTIMATE FOR
STATE OF ILLINOIS

LOCATION:- WEST MACOMB DETAILS OF ESTIMATE PLAN ITEM: 000114725 VERSION: 1

PURPOSE, JUSTIFICATION AND DESCRIPTION

CONSTRUCTION OF A SHOOFLY FOR 336 UNDERPASS PROJECT. CONSTRUCTION OF 2 OVERPASS STRUCTURES.

L/S 0011, M.P. 205.67 - 206.38, MACOMB, IL. CHICAGO DIV., BROOKFIELD SUBDIV.

CONTACT DAVE WHITE WHEN ORDERING MANUALLY OPERATED #20 TURNOUTS.

"MAINTAIN PROPRIETARY CONFIDENTIALITY" AND.

"THE PHYSICAL LIMITS OF THIS PROJECT ARE DESCRIBED BY LINE SEGMENT, MILE POST RANGES, AND IN SOME CASES TRACK NUMBER. THIS IS THE PRIMARY AREA FOR THE PROJECT. THERE WILL BE CASES WHERE WORK MAY OCCUR BEYOND THE DEFINED LIMITS. PROJECTS THAT INCLUDE SIGNAL, ELECTRICAL, OR TELECOMMUNICATION EQUIPMENT MAY REQUIRE ACTIVITY BEYOND THESE DEFINED TRACK LIMITS. ALL OR PORTIONS OF SOME PROJECTS MAY OCCUR IN AREAS WHERE NO MILEPOST SIGNS EXIST SUCH AS YARDS." AND.

"THIS ESTIMATE IS GOOD FOR 90 DAYS. THEREAFTER THE ESTIMATE IS SUBJECT TO CHANGE IN COST FOR LABOR, MATERIAL, AND OVERHEAD"

100% BILLABLE TO THE STATE OF ILLINOIS

DESCRIPTION	QUANTITY	U/M	COST	TOTAL \$

LABOR				

CUTOVER TRACK	3680.00	MH	77.103	
DESTRESS RAIL - CAP	167.90	MH	3.517	
GANG SUPERVISION-RAIL-CAP	16.00	MH	512	
MAINTAIN EQUIP - PLACE RAIL/OTM - CAP	26.25	MH	774	
MAINTAIN EQUIP - PLACE RAIL/OTM - CAP	20.00	MH	590	
PLACE CONCRETE/STEEL TIES	349.60	MH	7.390	
PLACE FIELD WELDS - CAP	147.20	MH	3.310	
PLACE FIELD WELDS - CAP	147.20	MH	3.310	
PLACE FIELD WELDS - CAP	124.20	MH	2.733	
PLACE TRACK PANELS - ADDITION - CAP	588.80	MH	12.074	
PLACE TURNOUT	1104.00	MH	23.017	
SURFACE TRACK - ADDITION - CAP	110.40	MH	2.465	
SURFACE TRACK - ADDITION - CAP	121.90	MH	2.672	
SURFACE TRACK - ADDITION - CAP	165.60	MH	3.630	
UNLOAD BALLAST - ADDITION - CAP	72.45	MH	1.528	
UNLOAD OTM - ADDITIONAL - CAP	26.45	MH	556	
UNLOAD RAIL - ADDITION - CAP	88.55	MH	1.871	
UNLOAD TURNOUT - ADDITION - CAP	240.40	MH	5.238	
WORK TRAIN - BALLAST - ADDITION - CAP	46.80	MH	1.766	
WORK TRAIN - TURNOUT - ADDITION	108.00	MH	4.075	
WORK TRAIN - UNLOAD RAIL/OTM	43.20	MH	1.630	
PAYROLL ASSOCIATED COSTS			128.869	
EQUIPMENT EXPENSES			84.470	
DA LABOR OVERHEADS			143.838	
PERDIEM EXPENSES			53.509	
INSURANCE EXPENSES			25.184	

TOTAL LABOR COST

595.631 595.631

MATERIAL

BALLAST, FROM PADUCAH, KY.	(CHE	800.00	NT X	5.648
BALLAST, FROM PADUCAH, KY.	(CHE	1200.00	NT X	8.472
BALLAST, FROM PADUCAH, KY.	(CHE	3575.00	NT X	25.240
CLIP, RAIL, COLOR CODED RED, SAFELOK 36800		6864.00	EA X	11.532
WORK TRAIN FUEL - BALLAST		1170.00	GAL	1.849
WORK TRAIN FUEL - OTHER TRACK MATERIAL		2700.00	GAL	4.266
WORK TRAIN FUEL - RAIL		1080.00	GAL	1.707
INSULATOR, STD WIDTH, NYLON, F/SAFELOK CLIPS, F		3464.00	EA X	1.351
INSULATOR, STD WIDTH, HEAVY DUTY STEEL, F/NEW		3400.00	EA X	4.998
PAD, SET, SAFELOK, 3 PARTS POLYPAD ASSEMBLY,		3432.00	ST X	10.640

Option 1

Shoo-Fly Construct. Co.

TLM

TRACK PANEL, 136 LB 39 FT RAIL-TIES-OTM	34.00	EA X	130.254
RAIL, TRANSN, 66.40 FT, 136 - 1/4 WORN 132	4.00	EA X	3.677
RAIL, 136 LB NEW WELDED, PREMIUM	2716.00	LF X	44.950
RAIL, 141 LB NEW WELDED, PREMIUM	6800.00	LF X	116.484
TIE, CONCRETE, BNSF 101, PRESTRESSED - DENVER	1716.00	EA X	83.209
TURNOUT, 136-20 LH POWER RBM FROG 39' PT PER	1.00	EA **	92.975
TURNOUT, 136-20 RH POWER RBM FROG 39' PT PER	1.00	EA **	92.975
WELDKIT, GENERIC FOR ALL RAIL WEIGHTS	14.00	KT X	742
WELDKIT, GENERIC FOR ALL RAIL WEIGHTS	52.00	KT X	2.756
WELDKIT, GENERIC FOR ALL RAIL WEIGHTS	12.00	KT X	636
DESRESSING MATERIAL	1.00	MJ	1.200
MATERIAL HANDLING			31.878
ONLINE TRANSPORTATION			58.381
USE TAX			42.352
OFFLINE TRANSPORTATION			4.407

TOTAL MATERIAL COST

782,579 782,579

OTHER

CRANE RENTAL	8.00	DAY	9.600
EQUIPMENT RENTAL	1.00	DAY	15.000
FRONT END LOADER	8.00	DAY	4.000
HERZOG CLIP MACHINE	1.90	DAY	14.577

TOTAL OTHER ITEMS COST

43,177 43,177

PROJECT SUBTOTAL

1,421,397

CONTINGENCIES

142,113

BILL PREPARATION FEE

7,818

GROSS PROJECT COST

1,571,318

LESS COST PAID BY BNSF

0

TOTAL BILLABLE COST

1,571,318

***** MAINTAIN PROPRIETARY CONFIDENTIALITY *****

THE B. N. S. F. RAILWAY COMPANY
FHPM ESTIMATE FOR
STATE OF ILLINOIS

LOCATION: WEST MACOMB DETAILS OF ESTIMATE PLAN ITEM: 000113449 VERSION: 1

PURPOSE, JUSTIFICATION AND DESCRIPTION

BNSF FORCES TO CONSTRUCT SHOO-FLY TRACK IN ORDER FOR CONTRACTOR TO BUILD 3 EA. RR BRIDGES.
L/S 0011, M.P. 205.67 - 206.38, MACOMB, IL, CHICAGO DIV., BROOKFIELD SUBDIV.

"MAINTAIN PROPRIETARY CONFIDENTIALITY" AND,

"THE PHYSICAL LIMITS OF THIS PROJECT ARE DESCRIBED BY LINE SEGMENT, MILE POST RANGES, AND IN SOME CASES TRACK NUMBER. THIS IS THE PRIMARY AREA FOR THE PROJECT. THERE WILL BE CASES WHERE WORK MAY OCCUR BEYOND THE DEFINED LIMITS. PROJECTS THAT INCLUDE SIGNAL, ELECTRICAL, OR TELECOMMUNICATION EQUIPMENT MAY REQUIRE ACTIVITY BEYOND THESE DEFINED TRACK LIMITS. ALL OR PORTIONS OF SOME PROJECTS MAY OCCUR IN AREAS WHERE NO MILEPOST SIGNS EXIST SUCH AS YARDS." AND,

"THIS ESTIMATE IS GOOD FOR 90 DAYS. THEREAFTER THE ESTIMATE IS SUBJECT TO CHANGE IN COST FOR LABOR, MATERIAL, AND OVERHEAD"

100% BILLABLE TO THE STATE OF ILLINOIS

DESCRIPTION	QUANTITY	U/M	COST	TOTAL \$

LABOR				

PLACE FIELD WELDS - CAP	257.60	MH	5.727	
PLACE TRACK PANELS - ADDITION - CAP	644.00	MH	13.340	
PLACE TURNOUT	598.00	MH	12.387	
REPLACE RAIL/OTM - CAP	261.60	MH	5.297	
SURFACE TRACK - ADDITION - CAP	414.00	MH	9.241	
UNLOAD BALLAST - ADDITION - CAP	149.50	MH	3.097	
UNLOAD OTM - ADDITIONAL - CAP	117.00	MH	2.441	
UNLOAD RAIL - ADDITION - CAP	138.00	MH	2.859	
UNLOAD TURNOUT - ADDITION - CAP	287.50	MH	5.956	
WORK TRAIN - BALLAST - ADDITION - CAP	180.00	MH	6.792	
WORK TRAIN - UNLOAD RAIL/OTM	180.00	MH	6.792	
PAYROLL ASSOCIATED COSTS			59.634	
EQUIPMENT EXPENSES			39.088	
DA LABOR OVERHEADS			66.560	
PERDIEM EXPENSES			4.860	
INSURANCE EXPENSES			11.654	
TOTAL LABOR COST			255.725	255.725

MATERIAL				

BALLAST, FROM PADUCAH, KY. (CHE	4400.00	NT **	31.680	
BAR, JOINT, TOELESS, HEADFREE, 36 I. F/132,13	560.00	EA **	16.520	
BOLT, TRACK, OVAL NECK, HT, W/NUT	1120.00	EA **	1.512	
WORK TRAIN FUEL - BALLAST	3600.00	GAL	5.688	
WORK TRAIN FUEL - TRACK PANELS	4050.00	GAL	6.399	
WORK TRAIN FUEL - RAIL	1350.00	GAL	2.133	
TRACK PANEL, 136#, 39 FT. SH RAIL-SPIKES, NEW T	129.00	EA **	322.840	
PLUG RAIL, 136# INSULATED, BONDED, 40 FT	4.00	EA **	4.429	
RAIL, 136 LB NEW WELDED, PREMIUM :	9985.00	LF **	165.252	
SPIKE, TRACK, 5/8 X 6-IN. 241 PER KEG	964.00	EA **	280	
TURNOUT, 136-20 LH POWER RBM FROG 39' PT PER	1.00	EA **	92.975	
TURNOUT, 136-20 RH POWER RBM FROG 39' PT PER	1.00	EA **	92.975	
WASHER, SPRING, FOR 1 1/8 IN TRACK BOLT	1120.00	EA **	437	
WELD KIT, GENERIC FOR ALL RAIL WEIGHTS	20.00	KT	1.060	
MATERIAL HANDLING			36.494	
ONLINE TRANSPORTATION			44.207	
USE TAX			48.830	
OFFLINE TRANSPORTATION			6.657	
TOTAL MATERIAL COST			880.368	880.368

option 2

Shoo-FlY Construction
Stick Build

OTHER

TOTAL OTHER ITEMS COST	0	0
PROJECT SUBTOTAL	1,136,093	
CONTINGENCIES	113,375	
BILL PREPARATION FEE	6,248	
GROSS PROJECT COST	1,255,716	
LESS COST PAID BY BNSF	0	
TOTAL BILLABLE COST	1,255,716	